THE EIGHTH DAY

7th March 1922.

The Assembly met at 11-30 A. M. on Tuesday, the 7th March 1922.

88- Some needs of the Parur Taluk.

Mr. Krishnan Parameswaran (Member, Parur Taluk) said that there was only one cart road in the taluk, viz., that from Alwaye to Parur, which itself was not of much use to the rural population, as only 3 miles of it lay in the taluk, the rest being within the limits of the Parur Municipality. There was a village road from Chattanad to Kuriapalli which passed through the Vadakkekara, Parur and Ezhikara *pakuthies*. The chief products of these *pakuthies* had to be taken to the river for transport to the Cochin bazaar. Owing to the absence of a cartable road for the purpose, the public experienced great hardship. There was a cartable road from British Malabar as far as the northern limit of the Kuriapalli ferry in Cochin. By the side of the river there was only a foot path. The Member's view was that the expenses for converting this path into a cart-road would not be much, as the pathway was sufficiently wide and the rubble and other materials required could be obtained easily from the taluk. Representations on the same subject had been made at the previous sessions of the Assembly, but nothing had been done so far. Of the two bridges sanctioned for the *thodus* crossed by this path, the work of one, though begun, was making very slow progress. The other bridge, *i. e.*, the one across the Puthen *thodu*, was more urgent, but the work had not yet been begun. When the Dewan inspected Parur last, some of the citizens represented the urgent need of this bridge and the Dewan instructed the then Executive Engineer to take up the work at once and finish it before the rainy season, but nothing was done in pursuance of that order. He requested that the work be taken in hand and completed at least before the end of the current year. The next prayer of the Member related to the construction of a bund across the Kottapuram *kayal* near Krishnankotta, to prevent the destruction of crops in the Puthenchira *pakuthi* by the ingress of salt water into the cultivated area covering an extent of over 4,000 acres. The proposed bund was only 3,000 and odd links in length and the required rubble, etc., could be secured from a place about a few furlongs from the *pakuthi*. The cost could not be more than Rs. 10,000. If the bund was constructed, a large area could be converted into paddy lands and there would accrue to Government a large return in the shape of *tharavila* and assessment. The ryots would not even grudge to pay a contribution towards the maintenance of the bund. As over 4,000 acres of waste wet lands belonging to the Cochin Darbar and situated on the eastern side of the said tract would automatically become available if the bund was put up, the Member said that that Darbar might also contribute a share of the expenses, if they were approached in the matter. The work, if carried out, would at least make the inhabitants of Puthenchira self-supporting in the matter of food-stuffs. The third request of the Member was for a permanent First Class Magistrate's Court at Parur. The number of cases on the file of the Second Class Magistrate's Court numbered 350 on an average for the last 5 years. As the First Class Magistrate's Court for Parur was located at Perumpavur, about 22 miles from the taluk, and as, during the rains, journey from Parur to Alwaye and thence to Perumpavur was difficult owing to portions of the road being subject to submersion, he prayed for the Tahsildar being invested with a First Class Magistrate's powers. The last prayer of the Member was the proper maintenance of the Puthenvelikara-Turutippuram road. The Puthenvelikara and Puthenchira *pakuthies* were visited only by Proverti officers for the purpose of collecting tax, by the

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Excise officers for realising their dues and by the Police officers for oppressing peaceful citizens. The D. P. W. and the Sanitary officers never visited these places. The only means of locomotion was the village road from Puthenvelikara to Turuttipuram and, though there was a grant to the P. W. D. for its upkeep, no work was done for the last few years. As the path was in a neglected condition, the Member requested orders to the Division Officer to inspect it and the other village roads in the taluk.

Dewan's reply.—The construction of a cartable road from Chattanad to Kuriapalli was discussed at the last session of the Assembly, and my reply was that the work was unnecessary, in view of the fact that it was very costly and that water communication already exists. I am sorry that I cannot give you any other reply now.

As regards the bridge at Vadakkekara, I find that this work is progressing. An estimate for Rs. 22,250 was sanctioned, and a sum of Rs. 5,000 was spent up to the close of 1096. An allotment of Rs. 7,000 has also been provided in the budget for 1097. The Chief Engineer has been asked to submit a revised estimate for the work. The estimate has not yet been received.

In regard to the construction of a bridge at Kundekavu, the estimate was sanctioned in 1918. The required land has been acquired and handed over to the P. W. D. We shall try to expedite the work as much as possible. Materials must be collected and soundings taken. The Executive Engineer says that arrangements are being made to bring the works connected with the two bridges to speedy completion.

In regard to the bund across the *kayal*, that is a matter to be decided after investigation and correspondence with the Cochin Darbar. I shall order the investigation of that project which is a big one involving the irrigation of four thousand acres of land. We do not know what the Cochin Darbar will say, what the relative advantages to the two Darbars are, and what would be the terms to be agreed upon by them. All these things have to be gone into and they will necessarily take time.

In regard to the establishment of a First Class Magistrate's Court at Parur, I shall consider your representation. The matter has not been disposed of finally.

As regards the maintenance of Puthenvelikara-Turuttippuram village road, the best thing for the Government will be to hand over the road with the grant and for you to maintain it. If you are agreeable to that proposal, I shall be very glad to ask the Chief Engineer to give the road to you and make you responsible for its maintenance. If you find the grant small, you may represent the matter. The local people can do the work more efficiently and cheaply than the P. W. D.

89. Means of communication in the Western Pakuthies of the Peermade Taluk.

Mr. Tomman Chakko (Member, Peermade Taluk) represented that, though the western *pakuthies* of the Peermade Taluk, viz., Kanjirapalli North, Kanjirapalli South, Chirakadavu, Cheruvalli, Manimala and Punjar were thickly inhabited and in that respect resembled other places in Central Travancore, the inhabitants of those *pakuthies* did not receive at the hands of Government any consideration of the kind shown to those living in Central Travancore or to the European Planters in the High Range and that except the Kottayam-Kumili road there were few other public roads benefiting them. He, therefore, prayed for the construction of the following works:—

Cheruvalli-Vellanadi road was 15 miles long, taking off from the 34th mile of the Kottayam-Kumili road and ending at the 5th mile of the Manimala-Ranni road, that 9 miles of it, 5 miles from Mundakayam to Vellanadi Estate and 4 miles from the Manimala-Ranni road to the Cheruvalli Estate, had already been opened, and that, if the remaining 6 miles were also opened, it would facilitate communication between Mundakayam and the Punalore Railway Station *via* Ranni. This would also be advantageous to the ryots of

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